



**City of Kingston
Report to Council
Report Number 25-156**

To: Mayor and Members of Council
From: Ian Semple, Acting Commissioner, Transportation & Infrastructure Services
Resource Staff: Same
Date of Meeting: June 17, 2025
Subject: Road Safety Enhancements – Various Locations

Council Strategic Plan Alignment:

Theme: 3. Build an Active and Connected Community

Goal: 3.4 Improve road construction, performance, and safety.

Executive Summary:

This report requests approval of amendments to By-Law Number 2003-209, “A By-Law to Regulate Traffic” and By-Law Number 2010-128, “A By-Law to Regulate Parking”, to address a variety of road safety concerns that have been identified through the City’s ContactUs and monitoring programs, and to proactively advance Council’s strategic priority to build an active and connected community through improving road safety.

In particular, the report recommends road safety enhancements and parking regulation changes at various locations to address safety and traffic flow issues on streets, including:

- Reductions to posted speed limits on segments of two rural roadways
- Implementation of right turn restrictions on red lights at any existing and planned Intersection Pedestrian Signal (IPS) locations where vehicles turning right would cross a pedestrian crosswalk, and at a signalized intersection where motorists’ sightline is impeded,
- Implementation of a no U-turn prohibition at the intersection of two arterial roads
- Adjustments to parking regulations in six school areas and at two other locations.

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This report also reports back on a Council Motion directing staff to conduct speed and traffic volume measurements along Leeman Road within one year following the reduction of the speed limit from 80 km/h to 60 km/h on a segment of Perth Road.

The traffic-related recommendations identified in this report are aligned with the countermeasures and emphasis areas as identified in the City's Road Safety Plan. Many of the parking-related recommendations support school area safety. This report requests that the amending by-laws be presented for all three readings to allow the signage associated with the proposed regulations to be installed as soon as possible.

Recommendation:

That a by-law be presented for all three readings to amend By-Law Number 2003-209, being "A By-Law to Regulate Traffic", as amended, as per Exhibit A to Report Number 25-156; and

That a by-law be presented for all three readings to amend By-Law Number 2010-128, being "A By-Law to Regulate Parking", as amended, as per Exhibit B to Report Number 25-156.

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Authorizing Signatures:

ORIGINAL SIGNED BY COMMISSIONER

**Ian Semple, Acting
Commissioner, Transportation &
Infrastructure Services**

ORIGINAL SIGNED BY CHIEF

ADMINISTRATIVE OFFICER

**Lanie Hurdle, Chief
Administrative Officer**

Consultation with the following Members of the Corporate Management Team:

Paige Agnew, Commissioner, Growth & Development Services	Not required
Jennifer Campbell, Commissioner, Community Services	Not required
Neil Carbone, Commissioner, Corporate & Emergency Services	Not required
David Fell, President & CEO, Utilities Kingston	Not required
Desirée Kennedy, Chief Financial Officer & City Treasurer	Not required

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Options/Discussion:

The City completes ongoing assessments to evaluate and monitor a wide variety of road safety concerns and operational issues. This includes regularly reviewing parking regulations and undertaking intersection assessments to ensure appropriate traffic control measures are in place.

This report recommends adding and changing parking regulations to address safety and traffic flow issues on streets, including in school zones, as well as other road safety enhancements including speed limit reductions, right-turn-on-red prohibitions, and U-turn movement prohibition. Follow-up reporting, as directed by Council, on the traffic volume on Leeman Road following previous speed limit adjustments on Perth Road is also included for information.

These identified approaches are aligned with the recommendations of the School Pedestrian Safety Working Group referenced in [Report Number EITP-22-004](#) and the countermeasures and emphasis areas identified in the City's Road Safety Plan.

Traffic By-Law Amendments

This report recommends amending traffic regulations to address safety or operational issues and to update by-law schedules to reflect existing infrastructure.

Speed Limit Reductions

Middle Road

- The current posted speed limit on Middle Road changes from 60 kilometres per hour (km/h) to 80 km/h within the section of roadway 200 metres east of Abbey Dawn Road to 500 metres west of Joyceville Road. Staff recommend that the speed limit on this 700-metre section of Middle Road be reduced to 70 km/h based on road geometry, its use as a cycling route, and Transportation Association of Canada (TAC) guidelines.

Abbey Dawn Road

- The current speed limit on Abbey Dawn Road is 80 km/h for the first kilometre south from Middle Road and 70 km/h on the remaining 3.3 kilometres of roadway south to Highway #2. An assessment of Abbey Dawn Road using TAC guidelines supports a reduction in the posted speed limit to 60 km/h along its entire length.

Right Turn on Red Signal Restrictions

It is recommended that right turns be prohibited on a red signal at all existing and planned Intersection Pedestrian Signal (IPS) locations where right-turning vehicles would cross through the pedestrian crosswalk (currently eight in total). Prohibiting vehicles from turning right on a red signal is intended to prioritize pedestrian safety by reducing potential instances where motorists may fail to yield to pedestrians within the crosswalk.

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Additionally, when a crossing guard is actively crossing pedestrians, including at an IPS crossing (currently occurring at five of the eight identified IPS locations), Section 176(3) of the *Highway Traffic Act* also applies. This section states that where a school crossing guard displays a school crossing stop sign, the driver of any vehicle approaching the school crossing guard shall stop before reaching the crossing and shall remain stopped until all persons, including the school crossing guard, have cleared the roadway and it is safe to proceed.

The eight IPS locations are as follows:

- Collins Bay Road at Humberstone Drive
- Front Road at Lakeview Avenue
- Johnson Street at Macdonnell Street
- King Street West at Morton Way
- King Street West at Beverley Street
- Montreal Street at MacCauley Street
- Weller Avenue at Wiley Street
- Johnson Street at Yonge Street
- Division Street at Guy Street (future location)

Staff are also recommending a right turn on red prohibition for the northbound right turn at the signalized intersection of Yonge Street and King Street West to improve road safety. Specifically, the sightline for northbound motorists on Yonge Street turning right onto King Street West is impeded by buildings abutting the property line at the intersection's south-west and south-east corners. This measure will prohibit northbound vehicles from turning right on red to mitigate potential conflicts with vehicles travelling eastbound on King Street West.

U-Turn Prohibition

Staff have observed that vehicles travelling east on Bath Road are making U-turns at the intersection with Gardiners Road during the left-turn signal phase. This movement creates a conflict with southbound traffic on Gardiners Road turning right onto Bath Road during their simultaneous advanced right-turn signal phase. To mitigate this operational conflict and enhance safety at the intersection, it is recommended that U-turns for eastbound traffic on Bath Road at Gardiners Road be prohibited.

By-Law Schedule Update

The Traffic By-Law's schedule listing bicycle lanes requires updating to include the extension of bicycle lane infrastructure installed on John Counter Boulevard between Sir John A. Macdonald Boulevard and Princess Street.

Reporting Back on Council Motion

At its April 2, 2024 meeting, Council directed staff to extend the 60 km/h speed limit in place on a segment of Perth Road by 850 metres such that the 60 km/h speed limit would extend from

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400 metres south of Unity Road northerly to 1850 metres north of Unity Road. Staff were also directed to conduct speed and traffic volume measurements along Leeman Road within one year following the reduction of the posted speed limit from 80 km/h to 60 km/h on the additional section of Perth Road to understand the impact of the changes on Perth Road on the neighbouring road network.

Staff compared 'before' and 'after' data, measuring both the 85th percentile speed (representing the speed at or below which 85% of the vehicles are travelling) as well as the average daily total number of vehicles travelling in either direction. The average 85th percentile speed recorded on Leeman Road prior to the speed limit change on Perth Road was 76 km/h, while the average 85th percentile speed recorded after the change was 75 km/h. The average daily volume of vehicles travelling Leeman Road prior to implementation of the speed limit change on Perth Road was 734 vehicles, while the average daily volume after the change was 709 vehicles, representing a 3.4% reduction. When directly comparable time-of-year data sets were analyzed (recorded mid-April pre-change and mid-March post-change), a 4.8% increase in volume was observed (729 versus 764 vehicles daily).

Overall, based on the comparison of the speed and traffic volume measurements recorded on Leeman Road pre- and post-implementation of the extended 60 km/h posted speed limit zone on Perth Road, the data indicates no appreciable variance in vehicle operating speeds or the number of vehicles travelling Leeman Road.

Existing traffic calming measures on Leeman Road include a reduced posted speed limit (50 km/h from Unity Road to a distance of 300 metres, and 60 km/h on the remainder of the road), a painted centreline the entire length of the roadway, 'share the road' signage, and an electronic driver feedback sign that displays vehicle speeds.

Parking By-Law Amendments

This report recommends adding or changing parking regulations to address safety and traffic flow issues on streets in school areas and other locations, and to update by-law schedules to reflect existing regulation signage.

School Zones

Molly Brant Public School

- Convert the existing 5-minute parking zone on the west side of Lyons Street directly in front of the school to no stopping on school days. This measure is intended to alleviate traffic congestion along the school frontage at drop-off and pick-up times and to mitigate damage sustained to the grass boulevard from vehicles parking partially over the street curb. New 5-minute parking on school days zones will be established on Lyons Street, north and south of the school frontage.

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Kingston Secondary School

- Remove a 'no parking' reference in the Parking By-Law schedule on the south side of Kirkpatrick Street to align with existing signage, allowing for parking within the asphalt boulevard layby.

Rideau Public School

- Convert a no parking setback to no stopping on the west side of Toronto Street south of Park Street. This aligns with the existing no stopping setbacks on Park Street at the intersection with Toronto Street.

Welborne Avenue Public School

- Add a reference in the Parking By-Law schedule to the existing signed 5-minute parking zone along the school frontage.

Catarauqui Woods Drive Public School

- Add no stopping on school days zones to sections of Thornwood Crescent to provide for safer student drop-off and pick-up activity on this street, accessed by a walkway connected to the school's property. This measure promotes and supports the dispersal of student drop-off and pick-up activity away from the school's Birchwood Drive frontage.

Our Lady of Lourdes Catholic School

- Convert a no parking zone to a no stopping zone on the west side of Days Road along the school property's east frontage to deter the drop-off and pick-up of students on this busy roadway when Cranbrook Street is temporarily closed to facilitate a School Street program.

Former École catholique Cathédrale Early Years Campus

- Remove the school bus loading zone and the no stopping school days only zone on Seventh Avenue between Kingscourt Avenue and Lorne Street in response to the closure of the École catholique Cathédrale Early Years Campus.

Other Locations

MacCauley Street

- Update the respective Parking By-Law schedules to align with recently installed no stopping anytime signage on the south side of MacCauley Street between Wilson Street and Daly Street and on the north side of MacCauley Street between Wilson Street and

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the eastern pedestrian crossing (PXO), excluding in parking laybys. This measure is designed to maintain traffic flow, including for Kingston Transit buses. The school zone parking regulations along the frontage of Rideau Heights Public School are retained. Parking for users of Shannon Park is available in laybys on MacCauley Street and in an on-site parking lot accessed from Daly Street.

Johnson Street

- Revise references in the Parking By-Law schedule to the no parking regulation in effect on both sides of Johnson Street between Sir John A. Macdonald Boulevard and Portsmouth Avenue to coordinate with the installation of an Intersection Pedestrian Signal (IPS) on Johnson Street at Yonge Street. Standard no stopping setbacks will be implemented east and west of this new controlled pedestrian crossing.

Public Engagement

Staff consulted with the relevant elementary schools regarding the proposed changes to on-street parking impacting their respective locations.

Indigenization, Inclusion, Diversity, Equity & Accessibility (IIDEA) Considerations

This work is intended to enhance road safety in neighbourhoods and reduce obstacles and barriers for individuals, particularly vulnerable road users, school children, and those who travel in an active manner.

Existing Policy/By-Law

By-Law Number 2003-209, "A By-Law to Regulate Traffic"

By-Law Number 2010-128 "A By-Law to Regulate Parking"

Financial Considerations

The costs associated with the installation of the required signage arising from the changes recommended in this report can be accommodated within the existing capital funds.

Contacts:

Matt Kussin, Manager, Transportation Policy & Programs 613-546-4291 extension 1333

Other City of Kingston Staff Consulted:

Mark Dickson, Manager, Transportation Systems

Greg McLean, Transportation Policy & Programs Coordinator

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Exhibits Attached:

Exhibit A – Proposed Changes to By-Law Number 2003-209

Exhibit B – Proposed Changes to By-Law Number 2010-128

City of Kingston By-Law Number 2025–...

By-Law to Amend City of Kingston By-Law Number 2003–209, A By-Law to Regulate Traffic

Whereas:

The Corporation of the City of Kingston (the “**City**”) is a single-tier municipality incorporated pursuant to an order made under section 25.2 of the *Municipal Act*, R.S.O. 1990, c. M.45.

The powers of a municipality must be exercised by its council (*Municipal Act, 2001*, S.O. 2001, c. 25 (the “**Municipal Act, 2001**”), s. 5 (1)).

A municipal power must be exercised by by-law unless the municipality is specifically authorized to do otherwise (*Municipal Act, 2001*, s. 5 (3)).

A single tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public (*Municipal Act, 2001*, s. 10 (1)).

On July 29, 2003, council for the *City* (“**council**”) enacted *City of Kingston By-Law Number 2003-209, “A By-Law to Regulate Traffic”*.

Council considers it necessary and desirable for the public to amend *City of Kingston By-Law Number 2003–209*:

Therefore, *council* enacts:

1. Amendment

1.1 *City of Kingston By-Law Number 2003–209* is amended as follows:

- (a) Schedule A: Speed Limits, A-1 Highways with a Limit of 80 Kilometres per Hour, is hereby amended by deleting the following therefrom:

A-1 Highways with a Limit of 80 Kilometres per Hour

By-Law to Amend By-Law 2003–209

Highway	From	To
Middle Road	200 Metres East of Abbey Dawn Road	500 Metres West of Joyceville Road

- (b) Schedule A: Speed Limits, A-2 Highways with a Limit of 70 Kilometres per Hour, is hereby amended by deleting the following therefrom:

A-2 Highways with a Limit of 70 Kilometres per Hour

Highway	From	To
Abbey Dawn Road	1 km South of Middle Road	Middle Road

- (c) Schedule A: Speed Limits, A-2 Highways with a Limit of 70 Kilometres per Hour, is hereby amended by adding the following thereto:

A-2 Highways with a Limit of 70 Kilometres per Hour

Highway	From	To
Middle Road	200 Metres East of Abbey Dawn Road	500 Metres West of Joyceville Road

- (d) Schedule A: Speed Limits, A-3 Highways with a Limit of 60 Kilometres per Hour, is hereby amended by adding the following thereto:

A-3 Highways with a Limit of 60 Kilometres per Hour

Highway	From	To
Abbey Dawn Road	All	

- (e) Schedule D, Designated Streets and Lanes, Schedule D-6: Bicycle Lanes, is hereby amended by removing the following therefrom:

By-Law to Amend By-Law 2003–209

Schedule D-6: Bicycle Lanes

Highway	From	To
John Counter Boulevard	Division Street	Montreal Street
John Counter Boulevard (2013)	Sir John A. MacDonald Boulevard	Division Street

- (f) Schedule D, Designated Streets and Lanes, Schedule D-6: Bicycle Lanes, is hereby amended by adding the following thereto:

Schedule D-6: Bicycle Lanes

Highway	From	To
John Counter Boulevard	Princess Street	Montreal Street

- (g) Schedule E: Turning Regulations, E-2 Right Turn Restrictions, is hereby amended by adding the following thereto:

Schedule E: Turning Regulations

E-2 Right Turn Restrictions

From	Travelling Direction	Into
Collins Bay Road	North	Humberside Drive
Front Road	East and West	Lakeview Avenue
Division Street	South	Guy Street
Johnson Street	East	Macdonnell Street
King Street West	East	Morton Way
Montreal Street	South	MacCauley Street

By-Law to Amend By-Law 2003–209

From	Travelling Direction	Into
Portsmouth Avenue	South	Curtis Crescent (North intersection)
Weller Avenue	East	Wiley Street
Yonge Street	North	King Street West

- (h) Schedule E: Turning Regulations, E-3 U-Turn Restrictions, is hereby amended by adding the following thereto:

Schedule E: Turning Restrictions

E-3 U-Turn Restrictions

From	Travelling Direction	At
Bath Road	East	Gardiners Road

2. Coming into Force

- 2.1 This by-law will come into force and take effect on the day it is passed.

By-Law to Amend By-Law 2003–209

1 st Reading	date
2 nd Reading	date
3 rd Reading	date
Passed	date

Janet Jaynes
City Clerk

Bryan Paterson
Mayor

City of Kingston By-Law Number 2025–...

By-Law to Amend City of Kingston By-Law Number 2010–128, A By-Law to Regulate Parking

Whereas:

The Corporation of the City of Kingston (the “**City**”) is a single-tier municipality incorporated pursuant to an order made under section 25.2 of the *Municipal Act*, R.S.O. 1990, c. M.45.

The powers of a municipality must be exercised by its council (*Municipal Act, 2001*, S.O. 2001, c. 25 (the “**Municipal Act, 2001**”), s. 5 (1)).

A municipal power must be exercised by by-law unless the municipality is specifically authorized to do otherwise (*Municipal Act, 2001*, s. 5 (3)).

A single tier municipality may provide any service or thing that the municipality considers necessary or desirable for the public (*Municipal Act, 2001*, s. 10 (1)).

On August 14, 2010, council for the City (“**council**”) enacted *City of Kingston By-Law Number 2010–128, “A By-Law to Regulate Parking”*.

Council considers it necessary and desirable for the public to amend *City of Kingston By-Law Number 2010–128*:

Therefore, *council* enacts:

1. Amendment

1.1 *City of Kingston By-Law Number 2010–128* is amended as follows:

- (a) Schedule D-2, School Bus Loading Zones, School Days Only, is hereby amended by deleting the following therefrom:

Schedule D-2:

School Bus Loading Zones
School Days Only

By-Law to Amend By-Law 2010-128

Street	Side	From	Times
Seventh Avenue	South	60 Metres East of Kingscourt Avenue 92 Metres Easterly	7:30 am to 4:30 pm

- (b) Schedule F-1, No Parking At Any Time, is hereby amended by deleting the following therefrom:

Schedule F-1: No Parking At Any Time

Street	Side	From
Days Road	Both	All
Johnson Street	North	Palace Road to Portsmouth Avenue
Johnson Street	South	Portsmouth Avenue to Barrie Street
Kirkpatrick Street	South	53 metres east of Kingscourt Avenue to Division Street

- (c) Schedule F-1, No Parking At Any Time, is hereby amended by adding the following thereto:

Schedule F-1: No Parking At Any Time

Street	Side	From
Days Road	East	All
Days Road	West	133 metres north of Cranbrook Street to North End of Days Road
Days Road	West	Front Road to Cranbrook Street
Johnson Street	North	Yonge Street to Portsmouth Avenue
Johnson Street	North	Palace Road to 35 metres east of Yonge Street

By-Law to Amend By-Law 2010–128

Street	Side	From
Johnson Street	South	Portsmouth Avenue to Mowat Avenue
Johnson Street	South	21 metres east of Yonge Street to Barrie Street
Kirkpatrick Street	South	53 metres east of Kingscourt Avenue 53 metres easterly
Kirkpatrick Street	South	Lyons Street to Division Street

- (d) Schedule F-2, No Stopping Zones, is hereby amended by deleting the following therefrom:

Schedule F-2: No Stopping Zones

Street	Side	From	Days	Times
MacCauley Street	South	Daly Street westerly 34 metres	Mon to Sun	Any Time

- (e) Schedule F-2, No Stopping Zones, is hereby amended by adding the following thereto:

Schedule F-2: No Stopping Zones

Street	Side	From	Days	Times
Days Road	West	Cranbrook Street 133 metres northerly	Mon to Sun	Any Time
MacCauley Street	South	Wilson Street to Daly Street (except in parking bays)	Mon to Sun	Any Time

By-Law to Amend By-Law 2010-128

Street	Side	From	Days	Times
MacCauley Street	North	Wilson Street to 138 metres west of Daly Street (except in parking bay)	Mon to Sun	Any Time
Toronto Street	West	Park Street 9 metres southerly	Mon to Sun	Any Time

- (f) Schedule F-3, No Stopping Zones School Days Only, is hereby amended by deleting the following therefrom:

Schedule F-3: No Stopping Zones School Days Only

Street	Side	From	Times
MacCauley Street	South	34 metres west of Daly Street westerly 95 metres	8:30 am to 4:30 pm
Seventh Avenue	North	Hillcrest Avenue easterly 43 metres	7:30 am to 4:30 pm
Seventh Avenue	North	Hillcrest Avenue westerly 43.3 metres	7:30 am to 4:30 pm

- (g) Schedule F-3, No Stopping Zones, School Days Only, is hereby amended by adding the following thereto:

Schedule F-3: No Stopping Zones School Days Only

Street	Side	From	Times
Lyons Street	West	62 metres south of Elliott Avenue 125 metres southerly	7:30 am to 3:30 pm

By-Law to Amend By-Law 2010–128

Street	Side	From	Times
Thornwood Crescent	North	1347 to 1391 Thornwood Crescent inclusive	8:30 am to 9:30 am and 3:00 pm to 4:00 pm
Thornwood Crescent	South	frontage of 1376 Thornwood Crescent	8:30 am to 9:30 am and 3:00 pm to 4:00 pm

- (h) Schedule G-1, Limited Term Parking Zones, is hereby amended by deleting the following therefrom:

Schedule G-1: Limited Term Parking Zones

Street	Side	From	Times	Limit
Lyons Street	West	62.4 metres south of Elliot Avenue 127 metres southerly	Mon to Sun	5 minutes
Toronto Street	West	Dundas Street to Park Street	School Days 8 am to 4 pm	15 minutes

- (i) Schedule G-1, Limited Term Parking Zones, is hereby amended by adding the following thereto:

Schedule G-1: Limited Term Parking Zones

Street	Side	From	Times	Limit
Lyons Street	West	17 metres south of Elliott Avenue 26 metres southerly	7:30 am to 3:30 pm School Days Only	5 minutes
Lyons Street	West	15 metres north of Kirkpatrick Street 108 metres	7:30 am to 3:30 pm School Days	5 minutes

By-Law to Amend By-Law 2010–128

Street	Side	From	Times	Limit
		northerly	Only	
Toronto Street	West	Dundas Street to 9 metres south of Park Street	8:00 am to 4:00 pm School Days Only	15 minutes
Welborne Avenue	East	38 metres north of Brodie Avenue 48 metres southerly	8:00 am to 4:00 pm School Days Only	5 minutes

2. Coming into Force

2.1 This by-law will come into force and take effect on the day it is passed.

1st Reading date

2nd Reading date

3rd Reading date

Passed date

Janet Jaynes
City Clerk

Bryan Paterson
Mayor